



**US Army Corps  
of Engineers®**  
New York District

## **Port Jersey Channel Bayonne, New Jersey Navigation Project**

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### **FACT SHEET**

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**DESCRIPTION:** The project provides for deepening and widening the existing 35 to 38 foot mean low water (MLW) non-Federal channel to 41 feet MLW approximately 10,000 feet from its confluence with the main Anchorage Channel. It also includes a 41-foot MLW turning basin at the head of navigation, and bulkheading portions of the southern and northern boundaries of the turning basin to insure bank stability. Construction of the channel will create approximately 1.6 million cubic yards of dredged material, all of which is expected to be used beneficially, either at an approved and permitted upland remediation site, or as remediation material at the Historic Area Remediation Site (HARS).

The channel currently serves a single user/owner, Global Marine Terminal, with a reasonable expectation that a second user/owner will exist by the end of the project's construction. Should this not occur, the primary non-federal project sponsor, the State of New Jersey, is required to repay the federal government for costs resulting from the single user/owner condition. The benefit to cost ratio of the project is 4.7 to 1, which are for transportation cost savings associated with general cargo delivered to and from the Global Marine Terminal.

**AUTHORIZATION:** The project was conditionally authorized for construction by Section 202 (b) of the Water Resources Development Act (WRDA) of 1986, under New York Harbor and Adjacent Channels, New York and New Jersey, and amended in Section 337 of WRDA of 1999.

**STATUS:** The Project Cooperation Agreement (PCA) with the two project sponsors, the State of New Jersey (primary) and the Port Authority of New York & New Jersey (limited) was executed on July 23, 2002. Bids for the first construction contract, which covers the inner channel area, were opened on July 24, 2002. After reviewing the bids, the first contract was awarded to Donjon Marine on October 28, 2002. Construction on the first contract was begun in January 2003 and is expected to continue for approximately 10 months. Designs for the following construction contracts are now under development.

**PROJECT COST:**

	(October 2001 price levels)
Estimated Federal (Corps) Cost	\$ 88,777,000
Estimated Non-Federal Costs	\$ 30,424,000
Cash	\$ 29,592,000
100% non-Federal Costs (i.e, bulkheading)	\$ 832,000
<b>TOTAL</b>	<b>\$ 119,201,000</b>

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